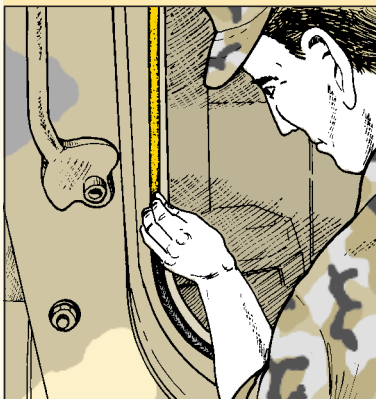


# Stay Dry during Fording

Crewmen, your Bradley is no longer allowed to swim, but it can still ford water up to 3½ feet deep. So, if you're going to be fording and want to keep water out of the troop compartment, make sure the ramp and rear door seals are in good condition.

Here's how to check them:

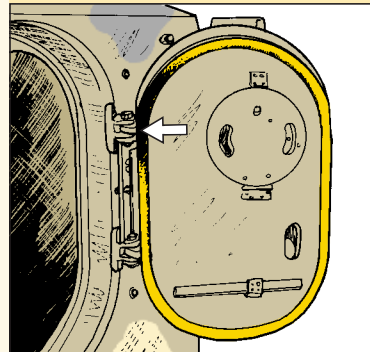
1. Open the ramp door and rub chalk on the inner edge of the door frame. Mark all the way around the frame where the seal seats.



2. Close and latch the ramp door.

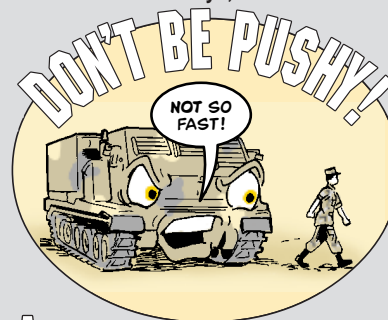


3. Open the ramp door and inspect the seal. If the entire seal is marked with chalk, the door is OK. Unchalked spots mean the seal isn't doing its job. Your mechanic will replace a bad door seal with NSN 5330-01-124-9314.



4. Follow steps 1-3 to check the ramp seal for leaks, too. Mechanics will use NSN 5330-01-125-4269 to replace a bad ramp seal.

Checking the ramp and rear door seals semiannually is the only way to keep your Bradley high and dry the next time you have to ford a stream.



A pushy driver is bad news when it's time to shut down a Bradley or MLRS.

Pushing the fuel control lever down after shutdown—even slightly—lets fuel trickle through the fuel lines into the engine cylinders. The fuel works its way past the piston rings into the crankcase.

Fuel-thinned oil doesn't lube well, so parts wear out quicker. When that happens, the engine is a good candidate for a breakdown.

So leave the fuel control lever pulled **all the way up** after shutdown. That keeps fuel out of the crankcase and where it belongs.

